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8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.00 " " 12.30 p.m. " " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.00 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

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Extra Car—12 midnight.

SUNDAYS.
7.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.15 " " 12.00 noon " " 15 " "
12.00 noon " 1.00 p.m. " " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

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Bank Notes.

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TIME TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Stations	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
CANTON (The Sea)	dep.	7.25	7.35	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55
SHEN LUNG	dep.	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00
Sham Chun	dep.	7.35	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05
Yuen Long	dep.	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10
Yuen Long	dep.	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15
Yuen Long	dep.	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20
Yuen Long	dep.	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25
Yuen Long	dep.	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30
Yuen Long	dep.	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35
Yuen Long	dep.	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40
Yuen Long	dep.	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45

UP TRAINS											
Stations	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
Yuen Long	dep.	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25
Yuen Long	dep.	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30
Yuen Long	dep.	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35
Yuen Long	dep.	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40
Yuen Long	dep.	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45
Yuen Long	dep.	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50
Yuen Long	dep.	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55
Yuen Long	dep.	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00
Yuen Long	dep.	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05
Yuen Long	dep.	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10
Yuen Long	dep.	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15

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Farling ... dep. 7.45 ... 11.30 ... 4.30 ... 8.30 ...
Shatankok ... dep. 8.40 ... 12.25 ... 3.15 ... 7.15 ...
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Kashino	Kyoto Hotel	Nagoya Hotel	Sanjo Hotel	Kashino	Kyoto Hotel	Nagoya Hotel	Sanjo Hotel	Kashino	Kyoto Hotel	Nagoya Hotel	Sanjo Hotel
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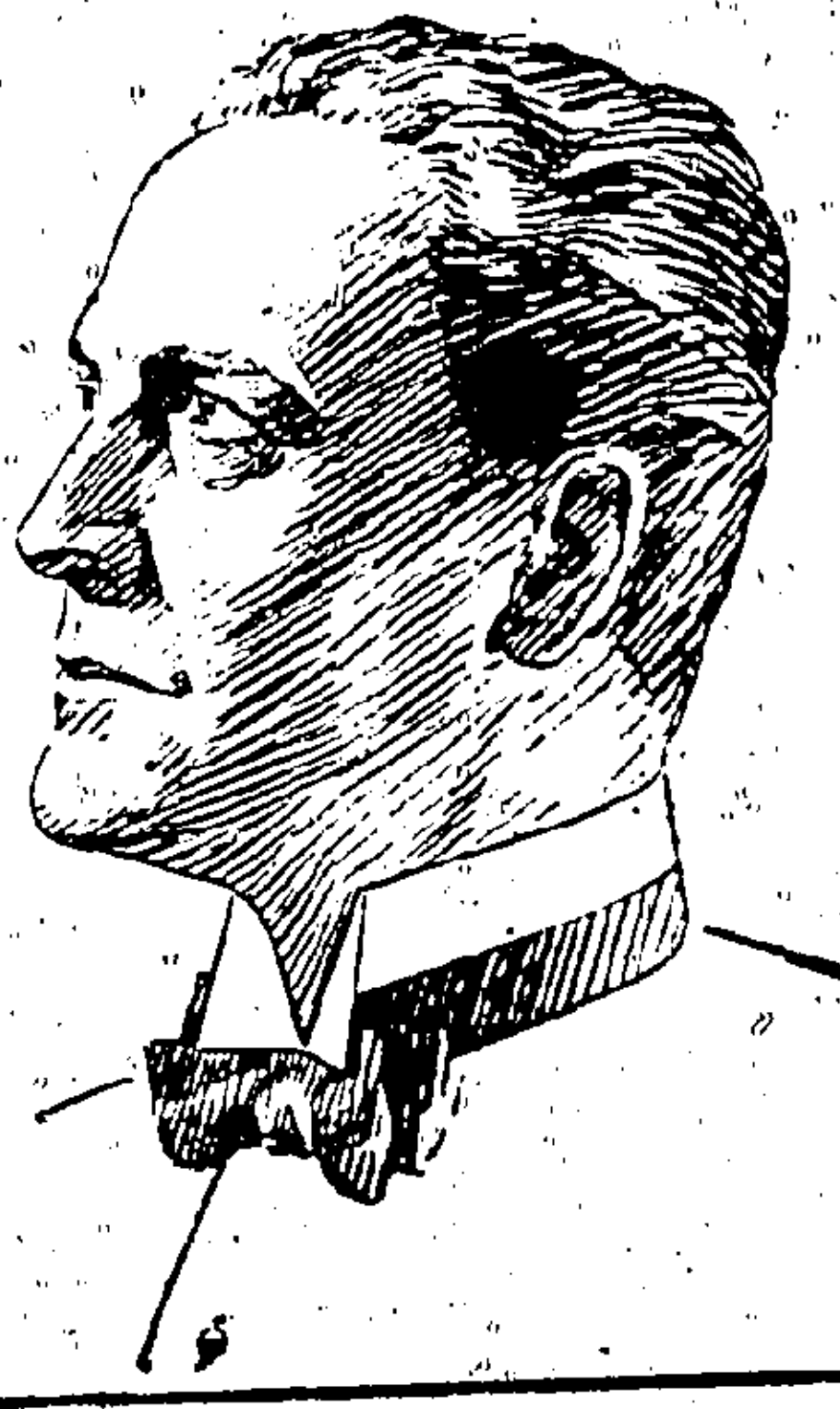
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CHINESE STUDENTS' CENTRAL UNION.

MESSAGE FROM MR. CHAO SHIN
CHU.

At the Annual Conference of the Chinese Students' Central Union of Great Britain and Ireland, which has been held at Edinburgh, Mr. Chao Shin Chu, the Chinese Charge d'Affaires in London, addressed some remarks to his fellow-students. He regretted he was compelled to send greetings by letter, the reason being that he had to attend the Assembly of the League of Nations at Geneva, which occurred at the same time as the gathering at Edinburgh. He went on to state:

"Perhaps you will allow me, as all can profit by experience, to offer you a little advice affecting aspects of your work and life. In the first place we should all acquire what knowledge we actually need and which will be useful to our country and to our own efforts in helping it. It is a mistake to imagine that everything we see or which comes under our notice in the pursuit of our studies in a foreign land is necessarily suitable to our own homeland. Secondly, we should concentrate on the acquisition of practical knowledge. Far be it from me to depreciate theory, but, in our studies, we should take care that this shall have a practical application, both in the work we set before us and in our efforts for our homeland. Thirdly, we should, in general, assimilate all the knowledge which is good and ignore that which is bad, and by 'bad' I mean without real direct advantage to us to learn from our own point of view. It is essential to remember that no country is perfect and that the knowledge it offers to those studying in its midst is sometimes unfitted either to their needs or requirements or opportunities of use. Fourthly, knowledge is not only to be sought in the classroom or lecture hall. Environment provides invaluable sources of study and information, if we know how to use it right the lessons and guidance it imparts. By profiting by our environment we can learn much that is good in respect of those around us, and their modes of life and thought, and the points of view dictating their actions. Only realize that in this respect great discrimination is essential. You are not dealing with what I may call pure knowledge on which time and experience has set the seal of approval and the mark of reliability. You are dealing with knowledge of whose value you yourselves must be the judges and assessors, and, therefore, both caution and observation are most desirable to avoid error. Fifthly, do not forget that when you are learning what is good in this country there is much in our own homeland which merits both equal praise and equal study. No evaluation, old or new, is without its invaluable good qualities, and the student who discards all the best of his country has to offer him without asking himself why he does so and without convincing himself that there is good reason for so doing, may find that he has acquired a one-sided mental equipment which will one day fail to respond to the calls he may make on it, while it will never yield to him the labour, for which he should in time to come, labour, either the result or the benefit which, either well expect. China is a nation in process of remodelling on lines of all that is best in real modernity, a people who will look to the practical realization of the knowledge its young generation are now acquiring. In short, you cannot learn everything; learn, therefore, what you can, by adaptation to the needs of the Motherland, make effective use of for its benefit.

VALUE OF NATIONAL PRIDE.

Sixthly, let us not forget our duty to lay discreet and yet effective emphasis on our national pride and our great historical lineage and descent. If you search our history and philosophy you will find much that is new to our English friends, though it may be familiar, even commonplace, to us. We may acquire, but we can also contribute. We have much to offer of value comparable to the information we seek. Therefore, let us not lose any opportunity of exchanging knowledge. Knowledge, unlike money, loses nothing in the process of exchange. Hence I always appreciate the value of educational propaganda—you may call it publicity, or what you will, and you may carry it on by letters or by lectures or by public speaking—since it is honest, straightforward, and of mutual benefit. In short, I am confident that what you learn from this country and in this country will be an invaluable asset to our own land. Great Britain—I use the words "Great Britain" instead of "England," since you are meeting in Scotland, and we know how much the Scotch are appreciated in the Far East and what they have done for China—possesses ideals which should be transmitted to our country so that we may put them into practical application. I have always considered that Great Britain is the most democratic country in the world. Its life is permeated by a system and rule of conduct and by the effective interpretation of doctrines which may well be suitably and practically applied to a country like our own which appreciates real democratic sentiment in every branch of its vast organism. We are, indeed, in need of national principles. Organization and unity are our imperative requirements.

We live now-a-days in a period of transition; we belong to a generation on which the burden of achieving it on the right lines must fall. The task is heavy and realization may be onerous, but if the young men of a country cannot bear the burden, cannot respond to the appeal of their motherland for aid in the hour of her need, then the sorrow may be hers, but the shame will be theirs. I do not, though, for one moment anticipate failure. Your young men

welcome, I know, well, the great opportunity offered you. Difficulties will confront you; discouragements may be many and inevitable in your fight for a better and happier national life, but youth is always courageous, and we shall be merely fighting the battle of progress as the young men of every nation have had to do, and still do, in every country and in every age. Of course, but for the Great War, the work might have been more slowly and steadily transitional, but we must face facts as we find them, and remember that the greater the need the greater the effort. In other words, we must—and I include myself among you as one actuated by the same impulses—always have courage and determination to go onward and forward and set before us as our ideal the realization and attainment of what is best for the community and for the magnificent heritage handed down to us by our fathers.

THE WANT OF LEADERS.

It is a commonplace to say that the student of to-day will be the leader of tomorrow. Therefore, be sure you are equipped with the best weapons for the struggle! A student with a foreign education will always be at an advantage in placing his services unrestrictedly at the call of his country. His mental equipment will inspire confidence and guide him to leadership, the quality we need most in China today. This is not my assertion only, since you will read almost every day in the newspapers, paper communications of friendly foreign observers declaring that China's hope lies in her young men. And none of you need have any undue apprehensions as to ultimate success. Historically, China has been a well established and well organized country, but times change, and methods of Government with them, and the machinery of State is in consequence not working very smoothly. I do not think this is an exaggeration of speech. We in these transitional days are called in to overhaul and improve the machinery. In fact, what we first have to do is to initiate the policy of these men on a railway who, when there is an accident, are hurried to the spot. Their task is to clear the line, restore the train to permanent way, and enable the train to run again. They are called the "break-down gang." Perhaps you young men are somewhat in the same position. You and you have to get the wheels of the engine of Government revolving again, and then the next task will be to improve the whole machinery. No doubt the undertaking will require time. We may ourselves, not all we the results. But it is incumbent on us all to do what we can, and to recollect that the individual is but little in the life of a nation, but that collectively he is the nation.

In conclusion, I would like to emphasize one special point, namely, that even when studying in a foreign land one ought not to forget or neglect the study of one's own language. No doubt the tendency to do so is strong when all the time is spent in foreign study or in intercourse with people of a nationality other than one's own, but, as a Chinese citizen, it is essential for him, from the point of view of utility, to retain the facility of expressing his own thoughts in his own tongue and in the ability to translate into Chinese what he learns; so that those at home may benefit. Therefore, I propose that we should, among our fellow students, form a group not only for the exchange of knowledge in scientific studies, but also for mutual improvement in our own language.

I have no doubt you will pardon me for having given, or tried to give, you all this advice, but from my personal experience as a foreign educated student, I am confident you will appreciate what I have said—with frankness and all goodwill. We have excellent examples to follow. We most of us all know two great modern students, namely, Dr. V. K. Wellington Koo and Sao Ke Alfred See. They were both of them educated abroad, as you are now being educated, and at present they are serving our country ably, loyally, and to the complete satisfaction of their fellow countrymen. If you want to see illustrations of their great services to their country, I need only invite your attention to their refusal to sign the Treaty of Versailles at the Peace Conference in Paris and to the renewal at Washington of their fight for our national integrity and territorial restoration. Such men are the leaders in our generation. They afford us the great example of duty, of efficiency, of education and of culture. We should be very proud of their leadership, and let us all follow their example and work in our different spheres of action and different fields of activity with courage, determination, with self sacrifice, and without any division among ourselves, for the permanent good of our beloved Mother Country.

A DEFENCE OF THE CHINESE.

Mr. G. N. Oon, president of the Central Union of Chinese Students in Great Britain and Ireland, speaking at a reception on September 6th, alluded to an impression of the Chinese erroneously held by a great many people. In representations of Chinese life in the cinema, he said, the Chinese were always presented as murderers and barbarians. China was presented as a land of mystery where impossible things were possible. Whenever a British novelist invented a story which he found impossible for a British setting he turned to China and said it was natural for such things to happen there, and the English people swallowed the whole thing. The Chinese were not barbarians, but just human beings, with passions and feelings like the British people. There was a type of Chinaman who came over here the East-ender—and he was taken as the model of the Chinaman. He could assure his hearers that the Chinese people regretted and resented the presence of these people in this country just as much as the British did.

NEXT CONFERENCE OF CHAMBERS OF COMMERCE.

SOME OF THE SUBJECTS LIKELY
TO BE DISCUSSED.

The following notes are from the *British Chamber of Commerce Journal*:

The Associated British Chambers of Commerce in China and Hongkong will hold their fourth annual Conference from November 1st to 4th, and preparations for it are now well advanced, though publicity cannot yet be given to the actual text of resolutions. In China things move slowly and unavoidably there are a number of subjects in which no advance can be recorded since the Conference last year. That does not mean, however, that no advance has been made.

The subjects which the Associated Chambers tackle are, generally speaking, big subjects in regard to which, after local opinion has been ascertained, a variety of steps have to be taken before the resolutions passed can be given effect. Amongst these subjects, for example, is the addition of the word "British" to the titles of British limited companies. Last year, it will be remembered, the following resolution was passed:

"That this Conference considers it desirable that legislation be enacted whereby the word 'British' or other word or words of similar import be required to be used after the names of all British Companies carrying on business in China present or future."

In the argument used in support of this resolution it was pointed out that the term "limited" has come to be generally understood to be the British term "limited" and that as a consequence people inevitably tend to regard any Company that has that term after its name as a British Company. Accordingly, if a limited company goes bankrupt, or if it misbehaves itself in any way, the effect is to cast a slur on the British name amongst Chinese. In point of fact, however, there are many concerns which use this term but which are not British at all; hence the desirability of the change suggested. In view of the fact that no very great difficulty would appear to be involved in making it some surprise may be felt that the suggestion has not been effected. It may not be generally known, however, that the authorities at Home have under consideration the issue of an Order-in-Council consolidating previous Orders-in-Council. The compulsory employment of the word "British" in the titles of limited British companies, though in itself no very big thing, is not improbably being considered in connection with the proposed new Order which undoubtedly is.

Another subject dealt with last year which, from the point of view of the resolution passed, remains much where it was, is that of the ex-emption concessions at Hankow and Tientsin. Whether this subject will be brought forward for discussion again this year the *Journal* is not in a position to state. The decisions arrived at the Washington Conference have, to no small extent, altered the setting in which the question stood last year.

The question of the Commercial Diplomatic Service, it will require considerable moral courage to raise again, for the simple reason that His Majesty's Government appears to be entirely indifferent to the wishes of business men in this matter. Originally the Associated Chambers asked that this Service might be strengthened and increased; instead of that it has been diminished. Last year the Chambers changed their tactics and suggested, as an alternative to the appointment of additional commercial Secretaries or assistants, the appointment of commercial Vice-Consuls drawn from the regular Consular Service, but relieved of the routine work in which so much of the time of that Service is spent. To this suggestion, as far as anybody knows, the British Government has turned a deaf ear just as deaf as the one it turned to the original request.

On the subject of Tariff Rule 1, it is proposed to continue to press for a better wording of the Rule. The Chambers will have something to say in regard to the Shanghai Mint and on the subject of disorder in China, while we may also expect interesting statements to be made in regard to the recent history of such subjects as Trade Marks and Copyright; Crown Lessees at Hankow, Tientsin and Canton, the education of Chinese on British lines and the Standard Piece-Goods contract.

The work of the coming Conference will not, however, by any means be confined to the discussion of subjects already dealt with. A number of new questions have presented themselves during the past year. Amongst those is the question of the registration of vessels owned by China Companies, a subject dealt with under "Topics of the Month" in the last issue, when it was pointed out that a ship belonging to a China Company cannot be registered at the British Registry of Shipping in Shanghai and has no legal status under the Merchant Shipping Act of 1894 and also that a Company registered in Great Britain but having its principal place of business in China is likewise unable to register under the wording of the Act. The importance of this matter lies in the doubt whether, in the event of an accident, unregistered vessels could claim the benefit of limited liability provided for in the Merchant Shipping Act. In a harbour as crowded as the Shanghai harbour, and on a coast as dangerous as the China coast, the non-enjoyment of this advantage is obviously a very serious handicap.

Then there is a group of subjects connected with the better regulation of Shanghai's harbour. Previous issues of the *Journal* have dealt with the Report of the Consulting Engineers, with the ques-

tion of the Szechow Creek and with that of better policing arrangements. All these are matters of direct interest, not merely to shipping companies, but to every business house in the port, on the proper administration of which celerity in business transactions depends to no small extent.

Of direct practical interest to business men also is the subject of the arbitration awards issued by the General Produce Broker's Association of London. At the present time these awards are issued with out any reasons being stated for allowances on, or rejection of, cargo, so that it is quite impossible for exporters in China or in Hongkong to rectify cases of complaint and avoid their recurrence. Exporters have simply to guess why an award has gone against them, an occupation comparable only with the Gilbertian amusement of playing billiards with a twisted cue and elliptical balls.

The terms upon which Weihaiwei is to be handed back to China, the new scale of fees recently introduced by H.M. Government in transfers of land, the trade in opium and other drugs, illegal taxes and surtaxes and the disgraceful condition of the copper currency are other matters which will occupy the attention of the Conference.

CHINA AS A TIN PRODUCER.

In the reports of the London tin market one finds occasional references to the Chinese output, but the average individual probably knows very little about the tin mining industry of China. There is an informative article in the September issue of *The Far Eastern Review* on the Kechu mines. The city (in the south-west corner of Yunnan) is the centre of the country's tin industry. Mr. William Semple, in an interesting paper on this district, pointed out that it is difficult to get any information as to when the tin-mining really started, as no authentic record seems to have been kept. The only data he could find were on a tablet in the temple of the goddess, which gives the date as about 400 years ago—so the industry in Malaya is very modern compared with that in China! All the mines are on mountain-tops or in the gulches. Alluvial mining was carried on extensively in the earlier years, and ore was plentiful and easy to get at. The largest mining firm, the Yunnan Tin Trading Company, which has introduced a large pumping plant, has also an extensive up-to-date smelting and concentrating plant, built by the Germans some years ago, and since taken over by the Chinese and put under an American administration. Working fully it can handle 1,000 tons of ore a day.

We read that an "expert metallurgist from America" has obtained "some of the most marvellous results" from the ore brought down from the mines, and that he has proved to his own satisfaction that standard tin could be made from them. For purposes of comparison, we may state, on Mr. Semple's authority, that the workers' wages average from 50 cents to \$2 a day, according to their time of service. "The greatest trouble is in the refining of the tin, due to the percentage of lead and arsenic being high. Formerly it used to be shipped to Hongkong, and re-melted and refined before being put on the market, thus adding unduly to the cost. To overcome the difficulty they have engaged an American mining engineer, as well as a smelting specialist, to give attention to all work near the mines, and bring the tin up to the required standard to compete in the markets of the world." It is, however, doubted whether modern methods of mining will become general. The miners pay no direct taxes to the Government. A small local tax is sometimes laid upon concentrates for the upkeep of the roads.

RUDYARD KIPLING AT THE CORONET.

Weird Indian music, the drone of pipes and the throb of tom-toms, occasionally relieving the ordinary orchestral accompaniment, set an appropriate keynote for Rudyard Kipling's beautiful love story of East and West "Without Benefit of Clergy" which was screened, for the first time, yesterday afternoon, at a packed house.

Messrs. Pathe have reason to feel proud of the extraordinary accuracy that marks the production. It seems incredible that it was filmed in California and not in India itself. But those who are familiar with the real thing the street scenes are said to be perfect, being reproduced with the most painstaking attention to detail.

EYE COMFORT.

Means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work, over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central.—Adv.

OBITUARY.

MR. R. E. BELLIOS.

We regret to announce the death, in London, on Tuesday, at the age of forty-two years, of Mr. R. E. Bellios, barrister-at-law. The news was received in the Colony yesterday morning by Messrs. Lindsay and Davis, agents for the Bellios Estate. There had been no previous intimation that Mr. Bellios, (who went home last May) was unwell so that the news that he had died of heart failure will be a severe shock, especially to his mother, Mrs. Bellios, who is one of the Colony's oldest residents and is staying at the Hongkong Hotel.

Mr. Raphael Emanuel Bellios was the only surviving son of the late Hon. Mr. E. R. Bellios, C.M.G., in his day a large property owner in the Colony and a leading opium merchant at the time when the opium trade was an important one. Mr. E. R. Bellios presented to the Colony the Bellios Girls' School and he also established a reformatory. He built Kingsclere as a private residence but never lived in it.

Mr. R. E. Bellios was born in the year 1881, and was educated, first, in a private academy in Hongkong, conducted by Mr. W. D. Braidwood, at a house called "Fairview." Mr. Bellios went on to Queen's College, and afterwards began the study of the law with Mr. J. J. Francis, Q.C., to whose practice as a solicitor Mr. M. J. D. Stephen succeeded. Going to England to continue his education, Mr. Bellios read for the Bar at Lincoln's Inn and in due course was called by the Benchers.

Mr. Bellios spent some years in London, with occasional visits to Hongkong, when he stayed at the Elysée, on the Penk. He became keenly interested in home politics and, in January, 1910, contested the South London Borough of Walworth in the Conservative interest. His Liberal opponent was Mr. J. A. Davies, a solicitor practising in the constituency. The Liberal candidate polled 3,500 votes and Mr. Bellios 3,315. That was the year in which Mr. Asquith's Government had acute differences with the House of Lords. There was a second General Election in that year and Mr. Bellios again sought "conclusions" with Mr. Davies who, this time, polled 3,215 votes to his opponent's 2,904. His friends very much regretted that Mr. Bellios did not succeed in entering the House of Commons. The Parliamentary arena would have afforded just the scope he needed for his undoubted talents; he had ample leisure to devote to the public service and ample means to support the position of a member of Parliament. He continued to take a great interest in politics and was a member of the Constitutional Club. He was a Freemason, a member of the Perseverance Lodge in Hongkong, and had passed through the chair of a Lodge in London.

Before this time Mr. Bellios married a daughter of Sir Israel Hart, of Leicester. There are two children of the marriage; Lionel, who is now about 15 years of age, and Nigel, aged about 10 years. The family resides at Deng Lodge, Ash, a village four miles from Aldershot and not far from the famous Hog's Back, near Guildford, Surrey.

Mr. Bellios took up permanent residence in Hongkong some years ago, living in the small house attached to Kingsclere. He occasionally practised in the Supreme Court and has, we believe, been complimented, on occasion, on his ability in conducting the defence in criminal trials. He took a special interest in his old school, Queen's College, and presented a number of prizes from time to time. He attended the last Speech Day.

With Mr. J. H. N. Mody, Mr. Bellios was largely concerned in establishing the Craigrower Club and only recently he met the cost of a new dance room for the Victoria Recreation Club. He was a member of the Royal Hongkong Yacht Club and his name is associated with the large challenge cup raced for, every year, by the Heyward Hayes class of yachts.

Mr. Bellios took up yachting very enthusiastically—not so much locally as in England. He had specially built a magnificent yacht, the *Dwyn Wen*, which must have cost him over £10,000. A year or so ago he had the vessel sailed to Hongkong from England; it was manned by a European crew. The journey was an adventurous one, for the yacht was beset between Colombo and Singapore and the crew were in some danger of starvation. The trip occupied four months. Mr. Bellios was not aboard; he came by ordinary steamer. The *Dwyn Wen* is at present laid up at Taikei Dock.

Mr. Bellios was one of the most generous-hearted of men. He gave largely to Jewish charities and to other good causes. His genial and charming personality made him generally liked and with a life interest in the large estate left by his father, he seemed to be one of fortune's favourites. His death, in the prime of life is all the more to be regretted.

SPORT.

INTERPORT POLO.

MANILA vs. HONGKONG.

VICTORY FOR HONGKONG.

The Interport match between Hongkong and Manila was played off yesterday at Causeway Bay and resulted in a victory for Hongkong by five goals to two. A large number of spectators watched the match from the stands, whilst the railing surrounding the field were lined with Chinese and soldiers and sailors. The match was rather exciting at times but throughout was inclined to be on the ragged side.

Amongst those who witnessed the match were His Excellency the Officer Administering the Government (the Hon. Mr. Chaud Severn, C.M.G.), and Mrs. Severn and a party from Government House.

The teams lined up as follows:—
Manila.—No. 1, Mr. L. Nelson; No. 2, Capt. Ball; No. 3, Mr. C. P. White (Capt.); No. 4, Major Howell. Colours: Yellow.

Hongkong.—No. 1, Mr. W. H. S. Dent; No. 2, Mr. C. C. Boyd (Capt.); No. 3, Mr. J. Bartholomew; No. 4, Capt. Neville. Colours: Red.

Manila suffered the loss of the services of Mr. McPherson, who was ill in bed with fever. His place was taken by Mr. L. Nelson, who, although he played a sterling game, is not up to Mr. McPherson's form. Col. Johnson, who was expected to arrive in Hongkong from Manila on Tuesday to play for Manila, was also absent. He was unable to leave Manila. His absence also was to be regretted. The scoring hardly gives an adequate idea of the play as the Hongkong shooting—although almost continuous—was very inaccurate.

The chukkas for the most part were packed in the extreme and consisted chiefly in fast and somewhat spectacular play, mainly individual rushes by either one or the other of the opposing forwards. For Hongkong, Mr. Boyd played a great game, but was at times somewhat patchy. He seemed to be a little shaken after his fall in the second chukka. Mr. Bartholomew also had a fall, resulting from a collision with Capt. Ball's pony, and this handicapped him considerably in the third and fourth chukkas. He was responsible for quite the best stroke in the match when he took a "back-hander" from the side of the goal and enabled Mr. Dent to gently touch the ball over the goal line. Capt. Neville, playing No. 4 for Hongkong, was probably the safest man on the field. He saved his side time and again and was successful in braking up quite a number of dangerous rushes by the opposing forwards.

For the Manila side Major Howell did yeoman service, although he did not show such good form as on Monday when the Manila team defeated the Services by eight goals to nil. Capt. Ball started well but his ponies seemed to tire in the second half of the match. Mr. White at No. 3 was the mainstay of the side and was a positive whirlwind of energy. Mr. L. Nelson played quite a steady game throughout.

Major-General Sir John Fowler was in charge of the game and it is noteworthy that he was not obliged to give one single foul against either side.

The scorers were:—

Manila.—Mr. White, 1; Major Howell, 1.
Hongkong.—Mr. Dent, 2; Mr. Boyd, 2; Mr. Bartholomew, 1.

NO. 1 CHUKKA.

The match opened with a rush by Hongkong. Capt. Neville broke through but was stopped near the goal by Major Howell. Mr. Dent brought the ball down the field again but shot wide. This was a noticeable feature of Mr. Dent's play throughout. His shooting was very inaccurate. About five minutes after the start Manila broke away and Mr. White scored from a crash in front of goal. Changing ends Hongkong soon equalised by a well-placed shot by Mr. Dent. The chukka ended with a series of dashes in midfield.

NO. 2 CHUKKA.

Shortly after the commencement of the second chukka Mr. Boyd was thrown. He was soon up and away. Major Howell scored for Manila but Mr. Boyd for Hongkong equalised. The score at the end of this chukka was two goals all.

NO. 3 CHUKKA.

From the commencement of this chukka Hongkong showed their superiority and right to the conclusion of the match pressed continually. There were occasional dashes by the Manila forwards. They were well checked by Capt. Neville, who rarely missed robbing the ball from his opponents. It was in this chukka that Mr. Bartholomew was badly shaken by a tumble, his pony colliding with Capt. Ball's. Play was delayed for some minutes. This was a few minutes after Mr. Bartholomew had scored. Throughout this chukka Mr. Dent missed some splendid opportunities of scoring.

NO. 4 CHUKKA.

The chukka opened with a rush for the Manila goal and the visitors' goal had three or four narrow escapes. Major Howell was instrumental in staying the onslaught time and again. His saving shots in front of goal were good. But the Hongkong team were not to be denied. Mr. Bartholomew made a lovely shot from side of goal and Mr. Dent just tipped it through.

NO. 5 CHUKKA.

After an effort by Mr. Dent, Major Howell made one of the most brilliant attempts of the match to score on his own. He came down the field at whirlwind speed, passed through the opposing side and made a slanting shot at goal, which missed by inches.

NO. 6 CHUKKA.

There was much shooting at the Manila goal in this period. Mr. Dent missed a splendid chance to convert a well placed ball into a goal. The three other players of the Hongkong side also missed good opportunities of scoring. The shooting was inaccurate. Capt. Ball made some pretty hits in front of goal but these were saved by Capt. Neville and Mr. Boyd. At the conclusion of the match as the teams left the field cheers were raised by the Manila players for their victorious opponents. The Hongkong players reciprocated heartily.

During the afternoon the band of the King's (Liverpool) Regiment was in attendance and discoursed delightful music. Afternoon tea was provided for the spectators, the catering being in the hands of Messrs. Wiseman, Ltd.

THE PRESENTATION OF PRIZES.

The members of the victorious team were afterwards presented with suitable souvenirs of the occasion in the shape of silver goblets. The presentation of the souvenirs was made by Mrs. Severn, H.E. the Officer Administering the Government (the Hon. Mr. Severn) made a neat little speech prior to the presentation in which he said they had witnessed a splendid game. His Excellency expressed regret at the absence of Mr. McPherson, for, had he been present, the result might have been different. The match had been an exciting one and he congratulated the Hongkong team on their fine play. Any one who had watched the match could see by the skill of the Manila players that Hongkong had still a lot to learn. Major Howell's back-hand strokes were really worth trying to emulate. He hoped the interport matches between Hongkong and Manila would become annual fixtures and that they would soon see the Manila team again in Hongkong.

Mrs. Severn then presented the souvenirs. A handsome bouquet of red and white flowers (the Hongkong Polo Club's colours) was afterwards presented to Mrs. Severn by the Captain of the Hongkong team (Mr. C. C. Boyd). There was further cheering and the gathering dispersed.

The band at the conclusion of the match played the American National Anthem, followed by the British National Anthem.

During the evening His Excellency the Officer Administering the Government gave a dinner party at Government House in honour of the Manila Polo team. After dinner a dance was held, to which some 300 guests were invited. Amongst those present at the dinner were: Major-General Sir John Fowler, K.C.M.G., Sir William Rees-Davies and Mrs. Davies, Commodore Grace, the Hon. Mr. and Mrs. A. G. M. Fletcher, Miss Wood, daughter of the Governor-General of the Philippines, and many others.

BOY SCOUTS' AQUATIC SPORTS.

FIRST ANNUAL MEETING.

The preliminary heats in the first annual swimming sports of the Hongkong Boy Scouts' Association were swum off yesterday at the V.R.C. club bath. The finals will be held on Saturday afternoon. The following are the results of the heats; the names of the first and second being shown linked in their respective orders:—

50 YARDS CHAMPIONSHIP (two lengths).—A. May and Chan Shiu Chi, Tong Tan Chiu and E. Zimmerman, H. Watson and S. Copsley, H. Lim and Ng Hon Sang.
JUNIOR BACKSTROKE (one length).—Ng Wai Han and F. Zimmerman, Lai How Wai and L. Casumbhey.

WOLF CUBS' RACE (one length).—C. Chu and R. Fatheyjahns and J. Smith, J. Longstaff and H. Harris and J. Bromfield.

SENIOR 100 YARDS CHAMPIONSHIP (4 lengths).—Tong Chan Chiu and J. Kotewall, H. Watson and C. Wong, A. May and H. Lim.
JUNIOR 50 YARDS CHAMPIONSHIP (two lengths).—Ng Wai Han and E. Hamson, I. Casumbhey and D. Leonard, F. Zimmerman and L. White.

LIFE SAVING RACE.—Tong Tan Chiu and Chan Shiu Chi, Kotewall and Kwok Hing Wai.

SENIOR BACKSTROKE (two lengths).—A. May and Cowan, Tong Tan Chiu and Ng Hon Sang, J. Kotewall and Kwong Po Wai.

JUNIOR 100 YARDS CHAMPIONSHIP (four lengths).—D. Leonard and E. Hamson, I. Casumbhey and W. Turtle.

CRIMINAL SESSIONS.

[REOPEN THE CHIEF JUSTICE (SIR WILLIAM REES-DAVIES).]

CHAUFFEUR CHARGED WITH MANSLAUGHTER.

Harry Koung, licensed driver, employed by the Moon Garage, was indicted for unlawfully killing an unknown coolie at Whitfield on August 20th.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) conducted the case for the Crown and accused was defended by Mr. E. E. Zeitlyn.

The jury were Messrs. J. W. Gloyne (foreman), W. Weir, J. Toppin, S. Komor, W. F. Gardner, R. Nazarin and F. M. Franco.

The Attorney-General mentioned at the outset that the witnesses for the Crown did not agree entirely in the stories they told; it was very difficult for people in a sudden accident to remember what actually took place. At the time the accident occurred, a string of vehicles was passing through Whitfield, consisting of two motor-cycles in front, one of which was ridden by a police sergeant, and two motor-cars, including the one driven by accused. They were coming from Shauiwan and evidence would be given that deceased was walking towards Shauiwan, on the right-hand side. One Chinese witness would say that the man when the car reached the coolie tried to avoid it, by stepping on to the pavement. The car struck him and knocked him down, then struck a telegraph pole, and shot across to the other side of the road. Accepting that evidence, the Attorney-General submitted, the jury must find accused guilty of manslaughter.

The Judge: Unless there was a skid.

Mr. Zeitlyn: There is a body of evidence to that effect.

The jury visited the scene of the accident and, in the afternoon, heard the evidence of some of the witnesses.

The hearing was adjourned.

[BEFORE THE JUSTICE (MR. J. R. WOOD).]

STREET SHOOTING; LUCKY ESCAPE FOR THE VICTIM.

Wong Kum was indicted for shooting at a painter named Wan Ko, on August 27th.

The jury were Messrs. W. C. Shiner (foreman), Ip Pun, Lam Chi Lok, A. J. Pilgrim, W. Fox, J. H. Ramsay and P. K. Kwok.

Mr. H. K. Holmes, Crown Solicitor, told the Court that, at about five o'clock on the afternoon of August 27th, the painter was walking up Aberdeen Street, when he was shot from behind, the bullet striking the back of his head. It was a miraculous escape; the bullet, instead of piercing the skull, broke up. The unfortunate man fell down and somebody standing near noticed accused putting a pistol under his coat. Prisoner ran away after the firing of the shot, chased by the man who had seen him concealing his weapon. A constable also joined in the chase. Near No. 56, Bridges Street, two station coolies were coming from the opposite direction. The policeman called out to them to stop accused and one of the coolies knocked prisoner down and took away from him a Colt automatic. It was fully loaded and ready to fire. After accused had been taken to the Police Station a constable was sent to the spot where the shooting took place. He found an empty shell corresponding to the others in the pistol found in accused's possession.

On the first count of attempted murder accused was sentenced to 14 years' imprisonment with hard labour; on two counts of shooting with intent to maim and wound he was sentenced to terms of 10 years and 3 years respectively and, for being in unlawful possession of arms, sentence of one year's imprisonment was passed, all the sentences to run concurrently.

Tam Sang, who was responsible for the arrest of the prisoner, was commended by the Court for his plucky action.

AN OLD OFFENDER.

Kwan Lu-chi, a well-dressed Chinese, was indicted for robbing two Chinese women of a quantity of jewellery and for returning from banishment.

The prisoner admitted the offences. Previous convictions showed that he had a long criminal record, beginning in 1915. On the robbery charge prisoner was sentenced to two years' imprisonment and for returning from banishment a further term of three years, making five years in all.

TWO FATAL ACCIDENTS.

Two fatal accidents occurred on Tuesday, one in Hongkong and the other in Yau-mat. In the first case a cargo coolie, aged 50 years, carrying stores off a junk in Kennedy Town over-balanced, whilst crossing the gangway plank, connecting the junk with the Praya, and fell into the water. The man at the time was carrying two heavy cases. These fell on top of his head, causing serious injuries. The unfortunate man was removed to hospital, where he died some hours later.

In the second case a Chinese girl, aged 8 years, died in the Kwong Wah Hospital as the result of injuries received in a collision with a motor bus. The girl, who lived at No. 81, Pi Ho Street, Shum Shui Po, was crossing Shanghai Street, Yau-mat, when she was knocked down by motor-bus No. 545.

ENGLISH CONFECTIONERY.

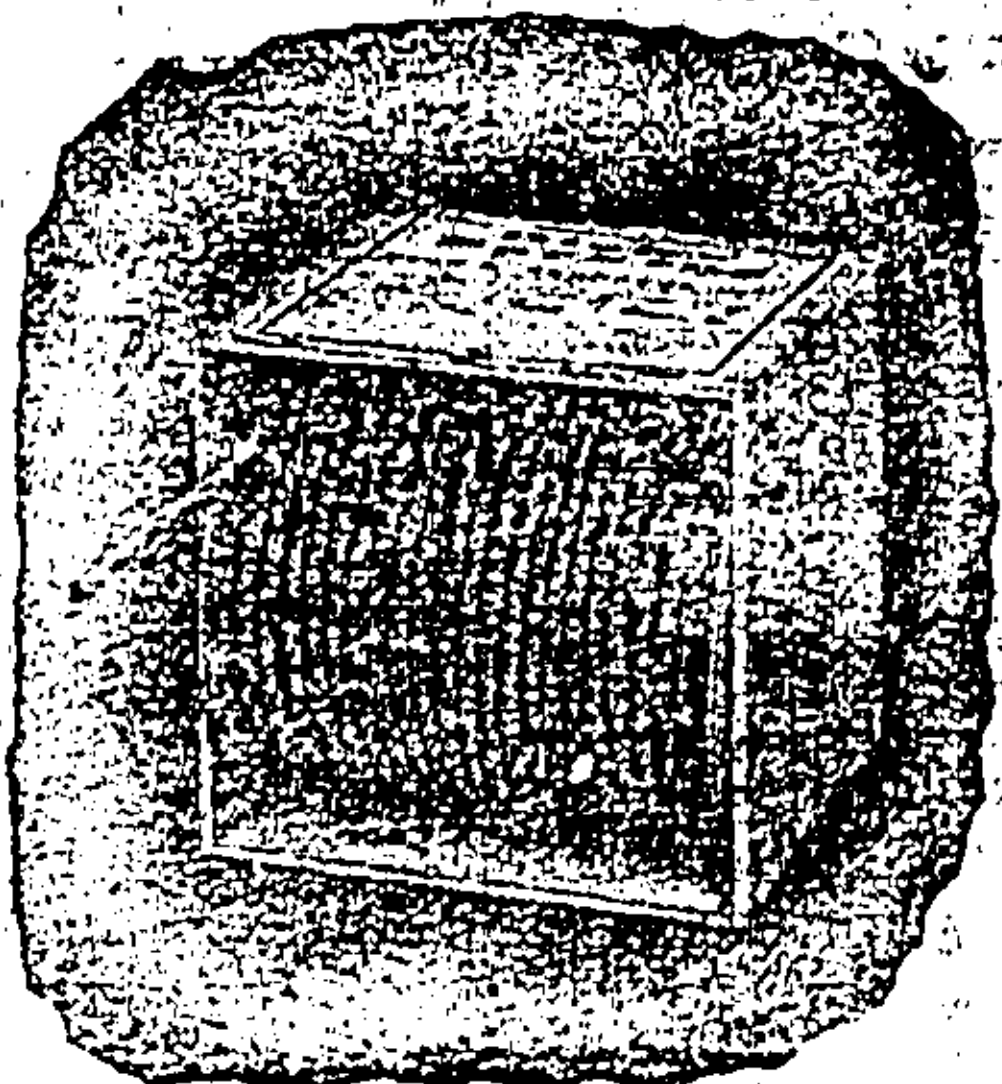
CADBURY'S CHOCOLATES.

King George	1 lb. tins 1.00, 1 lb. tins 1.85
Imperial	1.00, 1.85
Bournville Nut	.80, 1.50
Melcato	.90, 1.50
Tropical Assorted	.85, 1.50
Bournville Chocolate Biscuits	1.50
Cadbury	2.00

CREAMS, FONDANTS, Etc.

Sovereign Selection	per lb. 1.50
Assorted Creams	1.50
Snowdrop Mixture	1.50
Peppermint Fondants	1.00
Marzipan Coffee Mixture	1.30
Melba Peach Creams	.80
Mixed Fondants	1.00
Strawberry Creams	.80
Turkish Delight	per drum .80
Java Figs	.80
Orchard Fruits	per tin .50

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A Smart Selection of CASHMERE, SERGES, SAXONIES, SCOTCH HOMESPUN and DONEGAL TWEEDS in many exclusive designs and colouring.

NEW ADVERTISEMENTS

FOOTBALL.

THERE will be a MEETING of the H.K.F.A. in the Recreation Room, Victoria Barracks (kindly lent for the occasion), at 5.30 p.m. on MONDAY, 23rd OCTOBER, 1922.
Representatives of Affiliated Clubs and Leagues are invited to attend.
F. T. JAMES,
Hon. Secretary.
19th October, 1922. [1634]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "DEMODOCUS"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 18th October. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th Oct. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognised. No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th October, 1922. [1632]

FRENCH GOVERNMENT LOAN 1922.

PRICE OF ISSUE: Frs. 497.50
(Payable in cash exclusively).

FREE OF TAXES.

NO PRIZES.

NOMINAL VALUE: Frs. 500,000.

Reimbursable at holder's option, as follows:—
On the 25th of September, 1925 for Frs. 500,000.
On the 25th of September, 1927 for Frs. 407.50.
Subscription list will be closed on the 7th NOVEMBER, 1922.
Applications will be received by:—
THE BANQUE DE L'INDO-CHINE,
Princes Building, Chater Road.
V. MARROT,
Manager.
Hongkong, 11th October, 1922. [1610]

NOTICE.

ON and after FRIDAY, the 20th INSTANT, Mr. R. RODENFUSER, Acting Agent of the MESSAGERIES MARITIMES, will take charge of the Hongkong Agency.
A. JOHARD,
Acting Agent.
[1631]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 23rd day of October, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of one Lot of CROWN LAND at Victoria Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot.	Boundary Measurements.	Contents.	Annual Rental.	Upset Price.
1	Lot 1, bounded by the Victoria Road, the Victoria Road, the Victoria Road, and the Victoria Road.	Approx. 21,200 sq. ft.	108	4,963
As per sale plan.				

THE CORONET.

KIPLING'S

WITHOUT BENEFIT OF CLERGY.

KOWLOON THEATRE.

NAZIMOVA

BILLIONS.

INTIMATIONS

BRITISH MUNICIPAL COUNCIL,
CHINKIANG.
MEDICAL OFFICER.

THE POST of MEDICAL OFFICER in the port of CHINKIANG, CHINA, is shortly falling vacant. Enquiries should be addressed to the Secretary, BRITISH MUNICIPAL COUNCIL, Chinkiang. [1614]

NOTICE.

MADAME LILY is expected to return to the Colony from Paris on 13th OCTOBER, by S.S. "Porthos," and will bring with her a splendid range of Paris models in frocks and millinery, and a large variety of winter goods.

She will be accompanied by a new French dressmaker, who, MADAME LILY is sure, will assist in maintaining her high reputation for excellence of work, quality and design.

MADAME LILY.
The Paris Shop of Hongkong.
Aldemilla Building.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on THURSDAY, the 19th October, 1922, at H.M. NAVAL YARD, Hongkong and at Kowloon NAVAL DEPOT, at 9.30 a.m., with an interval from 12 Noon to 1.30 p.m., OLD AND SURPLUS NAVAL STORES, &c., &c., &c.

Comprising:—Life Boats, Dingies, Whalers, Oars, Cables and Electrical Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses, and Fittings, Steel Tanks, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Canvas and Leather Goods, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal, Coal Sacks, Iron, Wood and Gun Metal Blocks, Lamps, Gauges, Steel Tubes, Steel Wire Rope, Oil, Chain Cable, Drilling and Grinding Machines, Pumps and Cutter Engines, Tables, Chairs, Stools, Binnacles, Compasses, Clocks, Sinks, Davies, Iron Drums, Wooden Casks, Cable Drums, Fold up Lavatories, Old Packing Cases, &c., &c., &c.

A quantity of Structural Steel Work, comprising Stanchions, Beams, Struts, &c., and sundry other Steel Work, Main Water Pipes, Gutters, &c.
Lots may be inspected on Monday, the 16th October, 1922.

SALE OF OLD AND SURPLUS VICTUALLING STORES AT KOWLOON on FRIDAY, 20th October, comprising:—
Corned Beef, Condensed Provisions for poultry or pigs food, Biscuits, &c., &c., Swimming Belts and Covers, Razors, Mess Gear, &c.
Terms of Sale:—As detailed in Catalogue.
HUGHES & HUGHES,
Appointment Auctioneers to the Admiralty.
Hongkong 30th September, 1922. [1556]

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee By
PUBLIC AUCTION, IN ONE LOT

On MONDAY, The 23rd Day of Oct., 1922, at 3 o'clock P.M. By
Messrs. LAMMERT BROTHERS
At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMMERT BROTHERS,
Auctioneers.
[1625]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 3 storied brick and concrete building suitable for office and godown.
Further details apply.
W. G. HUMPHREYS & Co.
[485]

VISITORS TO CANTON

Should Purchase
BY THE PEARL RIVER

CAPTAIN C. V. LLOYD
With Illustrations, Maps and Flags.

PRICE... \$1.75.

On Sale at
Hongkong: DAILY PRESS Office.
Messrs. KILBY & WALSH, Ltd.
Messrs. BARWELL & Co.
Canton: Messrs. A. S. WATSON & Co.

INTIMATIONS

S.S. "PORTHOS."
SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR. SEILLES, &c., also Cargo from BORDEAUX, &c., "CEPHEE" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed, and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained undelivered after Friday, the 20th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 24th instant, or they will not be recognised.

All damaged packages will be examined on Friday, the 20th instant, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
A. JOHARD,
Acting Agent.
Hongkong, 14th October, 1922. [1621]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TEUCER" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 18th October. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 21st Oct. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 4th Nov., or they will not be recognised. No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1922. [1628]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN
FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemorrhoids, Ears, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE
the above diseases within
TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00
Visiting Fee ... 5.00

Consulting hours 9 a.m. to 12 Noon.
3 p.m. to 6 p.m.

J. B. LAL.

No. 13, NATHAN ROAD, KOWLOON.
[1335]

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).

Length overall—56' 0".
Breadth moulded—11' 6".
Depth moulded—3' 6".
Draught moulded—18" to 19".
D. W. capacity on above draft—3 tons.
Speed—8½ knots.
Engines—Twin set "Kelvin" Motors, each 30 h.p.
Installed with Electric Light.
Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak).

Length overall—20' 3/10".
Breadth—7' 5/10".
Draught (approximate)—18".
Engine—"Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

APPLY

NESTLE & ANGLO-SWISS
CONDENSED MILK CO.,
11, QUEEN'S ROAD CENTRAL.

INTIMATION

WATSON'S

"E"

is a genuine Pre-war

WHISKY

at least 8 Years old.

it is rich, mellow, of

fine flavour and aroma,

which only genuine age,

skillful blending and high

quality can ensure.

A. S. WATSON &
CO. (LTD.).

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1922.

BUDGET REFLECTIONS.

THE Colonial Budget has so far evoked very little criticism, and it may be that it gives little cause for criticism so long as no increase of taxation is entailed. Everyone recognises the desirability, if not the immediate necessity, of the numerous undertakings embraced in the programme of public works—including the Shek O Road—and, so long as revenue is in sight from present resources adequate to cover the cost of the works in the programme, there is no likelihood of any serious protest. The mention of the Shek O Road invites a more extended reference to this subject. H.E. THE OFFICER ADMINISTERING THE GOVERNMENT remarked in his speech on the introduction of the Budget that "there seems to be an impression abroad that the Government is somewhat reckless in proceeding with the construction of expensive roads while curtailing expenditure in other directions where help is more needed," and added that he could imagine no more short-sighted policy than to reduce expenditure on road construction at the present time. That, of course, depends upon the roads it is intended to construct. His EXCELLENCY said the road to Shek O has been referred to as an extravagant and unnecessary undertaking, and he challenged the statement by facts which he described as incontestable. The Government has only itself to thank for any mistaken impressions which prevail. No reason has ever been given in Council for the construction of this costly road. Its estimated cost is \$492,000, and we cannot recall that a single word has hitherto been said in the Council in justification of the undertaking. Rumour had it that there was some talk of establishing a select Country Club at Shek O, and it was assumed that it was mainly with the object of assisting this project that the Government undertook the construction of the road, at a time when the Government recognised that the Colony was feeling severely the

effects of the world-wide trade depression and when the Government had to look about for means of increasing its revenue by further taxation. These are the facts which created the impression that the construction of this road, at the present time, is a piece of reckless extravagance. The public will welcome now the assurance that the expenditure on this expensive road is not likely to prove so unremunerative as, for example, that on Lugard Road—the original section and its more recent extension.

Of the road to Shek O and Cape D'Aguilar, His EXCELLENCY stated in the Council on Thursday last that

"Arrangements are already in progress for the erection on land at the far end of the road of rateable property of a value of about a million dollars, while the road in its course will pass extensive areas suitable for the erection in pleasant surroundings of numerous houses. The road will give access for the public to a part of the island hitherto inaccessible by land except by a long and hilly path. This part of the island possesses advantages as regards climate and sea beaches superior to those in other parts of the Colony, but owing to its exposed position it is only possible to reach it by sea during a comparatively short time each year. Our island is not a very large one, and the fact that one of the most desirable portions of it should be cut off and inhabited only by a few Chinese families engaged in fishing has become an anachronism."

Now if such a statement as this had been made before the work was started, it would doubtless have served to avoid that impression of reckless extravagance of which His EXCELLENCY complains. There is a suggestion of "scientific town planning" about it.

We gathered the impression from another part of the Budget statement that the Government had only been converted to the idea that scientific town-planning was desirable in the Colony—even at this late date—since the accession of the Hon. Mr. A. G. STAPLEY to the Council, a little more than twelve months ago. His EXCELLENCY said: "During the course of the debate on the second reading of the Supply Bill last year Mr. STEPHEN advocated a scheme of scientific town-planning and the Governor forthwith appointed a Committee to draw up such a scheme." This Committee, we are told, have worked very hard during the past few months mapping out the Kowloon Peninsula for the future requirements of a very large population, and the results of their labours promise to be of great value for the next fifty years. Posterity will have cause to be thankful to the Hon. Mr. STEPHEN and to H.E. THE GOVERNOR who so readily adopted the idea when it was presented by the Hon. Mr. STEPHEN. Scientific town-planning had been advocated in the Daily Press on many occasions previously. In 1917 in an article bearing the caption "Looking Ahead," we wrote that in the development of this Colony there had been a great deal of "muddling through," and concluded the article with these words: "Each week new plans are passed and new schemes are in progress that will remain for years, and there is consequently no reason why some definite efforts should not be made to plan out, scientifically, the future development of the entire Colony." But we have had to wait five years longer—

for a new Governor and the advent of the Hon. Mr. STEPHEN to the Council—for the value of the suggestion to be officially recognised. At present the Committee is working on the Kowloon Peninsula, and we are told that the Committee will deal with Hongkong in due course. We hope we discern in the Shek O Road scheme the hand of the "scientific town planner," and that we may find that the scheme includes some provision for cheap access to this salubrious part of the island by the thousands whom it is hoped, this road will encourage to occupy sites in these pleasant surroundings. Is the road being made for a single or double tramway track?

A demonstration recently took place in Peking in favour of the disbandment of surplus troops. Seventy-seven public bodies participated.

During the absence of Mrs. Matheson from No. 9, Tregunter Mansions, yesterday evening, someone stole from a box in her room jewellery worth \$150.

Clothing worth \$45 was stolen from the wardrobe of a bedroom, occupied by Mr. J. Wicheil, Manager of the King Edward Hotel. The thief is believed to have entered the room sometime between 3 p.m. on the 18th and 1 p.m. on the 17th.

Cholera has been epidemic in the city of Tokyo and in the Chiba ken. In consequence the Imperial Palace and the Shinjuku Gardens have been closed to the public.

Mr. R. L. Moeller, one of the foreign secretaries of the local Y.M.C.A., who recently married, at Peking, Miss Margaret Winchester, of the Dolow Hospital, there, was entertained, with his bride, at the Chinese Y.M.C.A. on Tuesday evening.

The Amateur Dramatic Company played to a large and enthusiastic house last night and the performance went with a swing. Mr. M. S. Northcote, in the principal rôle, received a great ovation at the end of the second act, and the whole Company received many calls at the end of the performance.

A special lecture for children will be given by Mr. J. A. E. "Bullock" at the Helena May Institute on Friday, October 27th, at 3 p.m., the subject being "Butterflies of Hongkong." The lecture is open to the children of members and their parents, and any member of the Institute who is interested is cordially invited to attend.—ADVR.

Ramon Dias was summoned before Mr. Hamilton, at the Magistracy, yesterday morning, by J. C. Mognacchi and J. J. S. Arias. The defendant is alleged to have used abusive language to the complainants on October 4th. Mr. G. M. Haywood appears for the complainants and Mr. D. H. Blake for the defendants. The case was remanded for a week.

Mr. Bowes-Smith's War book entitled "Up and Down the Western Front" has just been published by Messrs. Odhams, Ltd., London, and copies are expected to be on sale in the Colony about the middle of November. We understand that it gives a pen-picture of the experiences of a private from start to finish of the War and is declared by the publishers to be the only book of its kind.

One of the most interesting of the many farewell dinners in honour of Sir Beilby Alston occurred, when upwards of 40 representative British members of the Peking Club entertained the British Minister to dinner. Sir Francis Aglen, presiding, delivered a long and eloquent speech, in which he paid tribute to Sir Beilby Alston's sterling qualities, and the able manner in which he had maintained the best traditions of the British Empire.

Captain Harold Sullivan, D.S.O., who returned home from the China Station in command of the *Curling*, has been placed on the retired list at his own request. Captain Sullivan became a naval cadet in 1900, and post-captain on June 30th, 1917. In the battle of Jutland he was second-in-command of the Eleventh Flotilla, and was awarded the D.S.O. for his services. Commodore Hawtrey reported of him: "He manoeuvred his half flotilla very ably during the day-time, and at night, when the *Curling* could make no signals, owing to damage by gunfire, he very ably turned his half flotilla and kept clear of the first half flotilla manoeuvring."

CHINA'S CHIEF ACTOR.

VISIT TO HONGKONG.

Mr. Mei Lan Fong, the foremost Chinese actor of the present day, is paying a visit to the Colony at the invitation of General Tang, formerly Chief of Police at Canton, who endeavoured to arrange for his appearance here before H.R.H. The Prince of Wales, last Spring, but was disappointed owing to the Seamen's strike. Mr. Mei Lan Fong, whose forte is the impersonation of female characters, is acknowledged by Chinese critics to be one of the best exponents of the histrionic art that has appeared on the Chinese stage. He is as popular in Japan as amongst his fellow-countrymen. He comes to this Colony recommended by H.E. THE OFFICER ADMINISTERING THE GOVERNMENT by the British Minister to China (Sir Beilby Alston), with whom he first became acquainted in Tokyo and before whom he appeared recently at a farewell banquet given in His Excellency's honour at Peking. In welcoming Mr. Mei Lan Fong at Government House, Mr. Claud Severn mentioned that in his earlier days he had taken female parts in amateur theatricals, and said he looked forward with pleasure to the prospect of seeing his distinguished caller give an exhibition of his art during his stay in the Colony. At the same time he recommended him to visit London in 1924, the Exhibition year, and some of the other capitals of Europe in order to acquaint himself with the European Stage—a course which Mr. Mei Lan Fong replied, he intended to pursue. Yesterday afternoon, the distinguished actor was introduced to the representatives of the local Press and other gentlemen at a tiffin given for the purpose by Mr. Ho Kwong at the Hongkong Hotel. It may be mentioned that Mr. Mei Lan Fong will appear at one of the Hongkong Theatres during his stay, supported by numerous company, and will give his services gratuitously.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]BRITISH POLITICAL OUTLOOK
AN IMPENDING RESIGNATION.

THE UNDER SECRETARY FOR WAR.

London, October 18th.

Sir Robert Sanders announced at a meeting at Bridgewater that he had tendered his resignation as Under Secretary of State for War, but had been asked not to take further action until Thursday's meeting. He intended to stand as a Conservative at the next election.

EARLY ELECTION NOT LIKELY.

LONDON, OCTOBER 18TH.

Reuter's political correspondent declares that Ministers are sparing no effort to put off the General Election till January, owing to the imminent risk of a complete split in the Conservative Party and the danger that would be caused to the prospects of Mr. Lloyd George's Government.

Sir H. Foreman (C. C. member for Hammersmith) when speaking at Hammersmith, said he thought there would be no election until April. He had reason to believe that if the present Government were allowed to proceed there would be a great surprise in store, in the shape of a remission of taxation, in the Spring.

EARLIER CABLES.

THE NEED FOR COALITION GONE.

LONDON, OCTOBER 17TH.

Lord Salisbury, addressing the Unionist "Die-Hards" at Arlington House, repudiated the advice of Mr. Chamberlain to support the Coalition, which was increasingly unpopular. He said the only ground for continuing the Coalition was the Bolshevik bogey, but it was absurd to say that the majority of the working classes were Bolsheviks; they were hard-headed and patriotic. The need for the Coalition had gone and Unionists respectfully demanded the freedom of their party.

PREMIER TO SPEAK AT LEEDS.

LONDON, OCTOBER 17TH.

Leeds is to be the scene of Mr. Lloyd George's speech on the 21st inst.

MR. CHURCHILL INDISPOSED.

LONDON, OCTOBER 17TH.

Mr. Churchill's speech at Bristol has been postponed. He is suffering from gastro-enteritis.

MR. CECIL HARMSWORTH

RETIRING.

LONDON, OCTOBER 17TH.

Mr. Cecil Harmsworth has notified his constituency that he is not standing at the next election as he desires to make room for younger men able to take up Parliamentary burdens. He avows himself a strong supporter of the Premier.

[Mr. Cecil Harmsworth represents the Luton Division of Bedfordshire. He polled 13,501 votes as a Coalition Liberal at the last election, against 3,861 secured by Mr. Willer Hall, the Labour candidate.]

U.S. PROHIBITION DISPUTE.
STORAGE ON FOREIGN VESSELS
NOT SETTLED.

LONDON, OCTOBER 17TH.

The American Embassy announces that the sale of intoxicating liquors is prohibited on ships within American territorial waters from the 7th inst., and that the provisions of the Prohibition Act are applicable to ships leaving foreign ports after the 21st inst., on entering territorial waters. Prohibition does not apply to foreign vessels passing through the Panama Canal but not touching an American port.

It is noteworthy that the foregoing does not mention the prohibition of storage of liquor on foreign vessels, which was the subject of the recent Daugherty ruling.

Reuter understands that the British note mentioned yesterday is a reply to the suggestion of the United States months ago that Britain might assist the United States in stopping the liquor traffic by taking certain precautions at British ports. It does not refer to the Daugherty ruling.

BRITISH POLICY OUTLINED.

Reuter learns that, after much discussion between the Foreign Office, the Colonial Office, and the Board of Trade on the proposed Anglo-American cooperation in regard to smuggling alcoholic liquors, British policy has been framed on the following lines: Britain sympathizes with the desire to, in every way, prevent breaches of the American law from British colonies; indeed, months ago, instructions were given that irregularities should not be permitted and orders given to officials with a view to preventing further transfers of American vessels to the British flag pending complete investigation. If, despite the precautions, the fictitious owner secures registry, proceedings will be taken and the ship be subject to forfeiture.

LATEST CABLES.
COST OF BRITISH NEAR EAST
PREPARATIONS.

STATEMENT BY WAR SECRETARY.

LONDON, OCTOBER 18TH.

Sir Worthington Evans, Secretary for War, speaking in London, stated that contrary to the exaggerated estimates, the actual cost of the Government's preparations in the Near East would be under two and a half millions sterling.

TREATY OF SEVRES
MODIFICATIONS.
CHOOSING THE INTER-ALLIED
CONFERENCE VENUE.

PARIS, OCTOBER 17TH.

It is semi-officially stated that the Government, while accepting the principle laid down at the experts' discussion for the modification of the Treaty of Sevres, is of the opinion that the Turkish Nationalist leaders might be led, by the inmate distrust of the Orientals, to imagine the Inter-Allied Conference was designed to prejudice Ottoman interests; therefore, the selection of London will import a new difficulty into the already complicated negotiations; hence, the French Government proposes that the meeting should be held at Paris, where the preliminary work of a settlement of the Near East problem was undertaken in March last.

EARLIER CABLES.

PROPOSED MEETING OF ALLIED
EXPERTS.

LONDON, OCTOBER 17TH.

Reuter learns that Great Britain has suggested to France and Italy that there should be a meeting of Allied experts in London as soon as possible to discuss any necessary modifications of the Treaty of Sevres. There is no question of a conference; the meeting will be quite informal. No definite decisions will be taken. Italy has agreed to be represented at the meeting. France has not yet replied.

NEW AERIAL RECORD.
OVER 214 MILES AN HOUR.

Mr. CLEMENS (Michigan), Oct. 17th. Lieut. Vaughan covered a measured kilometre at the record speed of 213.5 miles per hour in a Curtiss aeroplane.

CAPT. MERRIAN'S MARVELLOUS
ESCAPE.

LONDON, OCTOBER 17TH.

Lieut. Raynham to-day flew for 1 hour and 35 minutes at 11,000 ft. in a thirty-mile wind. Capt. Merriam was attempting to emulate the feat when his machine was caught in a gust. When he released the catapults his machine nose-dived and crashed, but Capt. Merriam was unhurt.

U.S. ARMY DIRIGIBLE
DESTROYED.

SAN ANTONIO (TEXAS), OCT. 17TH.

The Army dirigible "C" was returning to Washington after a trans-continental flight when it was forced by wind against the hanger from which it was being taken out and its huge envelope ripped open. The his of escaping gas warned the crew of twenty, who leaped out of the machine and fled before the explosion, which totally destroyed the machine. Four of the crew have been sent to hospital with broken limbs and burns.

LATEST CABLES.

VACUUM OIL COMPANY'S
BIG DIVIDEND.

LARGE STOCK INCREASE.

NEW YORK, OCTOBER 17TH.

Following the declaration of a 300 per cent. dividend, the Directors of the Vacuum Oil Company voted an increase of stock, from fifteen to seventy-five million dollars.

EARLIER CABLES.

MISSIONARY CONGRESS AT
GLASGOW.MESSAGE FROM THE KING TO
SCOTTISH CHURCHES.

LONDON, OCTOBER 17TH.

The King, in a message to the Scottish Churches' Missionary Congress, at Glasgow to-day, spoke of the noble self-sacrificing work on the mission fields and described the Congress as a happy augury for the future of missionary endeavour. His Majesty hoped and prayed that the joint deliberations of the Churches would be a source of new strength and inspiration in spreading the Christian Gospel.

REDUCTION IN BRITISH
RAILWAY FARES.

COMMENCES IN JANUARY.

LONDON, OCTOBER 17TH.

The British railway companies will reduce their fares on January 1st by one-seventh, which is equivalent to a furthering per mile, thereby bringing down the increase of 75 per cent. made during wartime over the pre-war fares, to 50 per cent.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

THE FAR EASTERN BANK AND
INTERNATIONAL EXCHANGE.ACTION BY LIQUIDATORS AGAINST
A PROMOTER.

SHANGHAI, OCTOBER 18TH.

The liquidators of the Far Eastern and International Exchange have filed a suit in the Mixed Court against Liu Yu Feng, one of the original promoters of the International Exchange, for \$525,000, alleging that Liu subscribed for 35,000 shares at \$50, totalling one and three-quarters million dollars, and later signed an affidavit that he had paid up \$525,000, whereas the liquidators allege that Liu paid nothing. The liquidators, therefore, ask for judgment for this sum; also that Liu be held responsible for the remainder.

MISSIONARIES SEIZED BY
BANDITS.

KAIKING, OCTOBER 18TH.

Two Americans of the Augustana Synod Mission, the Rev. Fosberg and Lundeen, were seized by bandits at Juchow on the 13th inst.

HOSTILITIES IN SIBERIA.
WHITE TROOPS RETIRING.

PEKING, OCTOBER 18TH.

A foreign telegram from Siberia says the White resistance has been completely broken. The Reds occupied Nikolai on Sunday and are now advancing towards the neutral zone. The main White forces are continuing to retreat towards Possigt Bay. General Dietrichs and his staff will shortly leave Vladivostok with the intention of rejoining the troops.

REGULATION OF COTTON
OUTPUT.

MASTER SPINNERS' POLICY.

The Federation of Master Cotton Spinners' Associations, by the act of their General Committee, decisively dissociated themselves on September 28th, from any scheme "for regulating supply according to demand in order to meet more effectively the present unfortunate conditions in the cotton industry."

As their resolution shows, the master cotton spinners have in view an inquiry as to the advisability of further sectionalizing the American section of the cotton trade in any future movements for short-time working. In other words, production may, by arrangement, be regulated in particular subsections of the trade in coarse "counts," i.e., American cotton yarns—but this is as far as possible removed from any ambitious and, in the view of those best qualified to judge, utterly impracticable scheme of balancing a slack trade in the American section by attempted arrangements for dumping down the highly specialized fine cotton-spinning and manufacturing industry on which the prosperity of Lancashire so largely depends. It is a mistake to see in the willingness of the master cotton spinners to regulate production in some American cotton-spinning mills any intention of joining in a larger scheme of interference and control, such as was exercised by the Cotton Control Board during the war.

The committee also decided to take a ballot of the members in the American section on the question of a stoppage of the mills on Saturdays and Mondays for the four weeks beginning September 23rd. This decision of itself is a sufficient reply to the exaggerated optimism as to the prospects of the cotton industry which has found currency lately.—Times.

SUZEE HARBOUR WORKS
CONTRACT.

DUTCH FIRM'S HEAVY CLAIM.

CAIRO, OCTOBER 17TH.

The Dutch firm, Messrs. Bos, are claiming £400,000 (Egyptian) and damages for the Government's decision of a contract to construct a new harbour at Suez, owing to alleged breaches of contract.

RUBBER REVIVAL.
SHARE PRICES ADVANCE
SUBSTANTIALLY.

LONDON, OCTOBER 17TH.

The predominant feature of the Stock Exchange yesterday was the revival of rubber shares. Business was bigger than for a long time, and in many cases prices rose substantially.

DECLINE IN COST OF LIVING.

LONDON, OCTOBER 17TH.

The Ministry of Labour cost-of-living statistics show that the average level on September 30th was 78 per cent. above the pre-war standard, compared with 79 per cent. on October 31st. This is the lowest since October, 1917.

CORRESPONDENCE
GINGERING-UP THE
GOVERNMENT.[TO THE EDITOR OF "THE HONGKONG
DAILY PRESS."]

Sir,—I note in this morning's issue of your valuable paper a paragraph in which it is indicated that a lottery is being run at Bangkok in order to raise funds for the erection of a nursing home. It occurs to me that such a lottery should be held in Hongkong, where there are so many good sports, for the purpose of raising funds for the purchase of the following:

1.—An up-to-date public bathing beach or pool, the same as was recently opened in Shanghai.

2.—A shelter for the scores of young children and amahs at Happy Valley.

The above are urgently needed, and, inasmuch as the Government cannot see its way to spend a few thousand dollars out of the SEVENTEEN MILLION IT IS TO BURN THIS COMING YEAR, it is up to the public to get busy.

I happened to stroll down to Happy Valley last night, where I met scores of children and their amahs and all the shelter I could see available was a large tree in the neighbourhood of a public latrine.

Trusting that some able pen than mine will take the matter up, and assuring you of my hearty co-operation.—I am,

Yours truly,

"A FATHER."

Hongkong, October 18th, 1932.

PEAK TOILERS AT VARIANCE.
PUNTIS AND HAKKAS ENGAGE IN
A FREE FIGHT.

The peaceful atmosphere of the district above the Wanchai Gap on the Higher Levels was disturbed on Wednesday by a fracas between the Chinese earth diggers and the Chinese earth carriers, or the Puntis and the Hakkas. The removal of a plank led to the trouble which resulted in two broken heads and one damaged leg. It appears that the Puntis were engaged in digging earth on a site for a new house. The Hakkas were employed in carrying away the earth. A deep hold had been excavated and across this hole the Hakkas had laid a plank over which they walked with their baskets of earth. The Puntis removed the gangway, and on being asked to replace it refused to do so. A free fight ensued. The Puntis were outnumbered and were badly defeated in the battle royal. When a police posse under Sub-Inspector Fox arrived on the scene, two of the Puntis were laid out with broken heads and one Hakka was hopping round on one leg. Ten arrests were effected.

At the Magistracy yesterday morning four Puntis and six Hakkas were charged before Mr. Lindsell with disorderly conduct.

The Magistrate fined all ten defendants \$2 each, ordered them to be bound over in a personal bond of \$50 each to keep the peace for six months.

CHINESE COMPOSITOR
SUMMONED.MESSRS. KELLY AND WALSH AS
COMPLAINANTS.

A Chinese compositor, named Pan Wing Chiu, was charged before Mr. Lindsell yesterday morning, with the theft of a bicycle from a bicycle shop at No. 37, Praya East, Hongkong.

It appears that the defendant hired the bicycle on Saturday and failed to return it. He was arrested on Tuesday in Yau-mai riding the machine.

Mr. R. E. A. Webster appeared for the defendant, and asked for a remand in order to prepare a defence.

The case was adjourned, and the defendant was allowed out on bail of \$250.

MR. PAGES' LETTERS.

TRIBUTE TO BRITISH STATESMEN.

Ambassador Page's letters in the *World's Work* contain the following: Impressed by the qualities of Lord Balfour and Lord Grey I am afraid, (he writes to President Wilson), I have almost outgrown my living hero worship. There isn't worshipping material enough lying around in the world to keep a vigorous reverence in practice, but these two gentlemen by birth and culture have at least sometimes seemed of heroic size to me. It has meant much to know them well. I shall always be grateful to them for their quiet forceful way they helped me much to establish right relations with these people, which pray God I hope to retain through whatever new trials we may yet encounter, for it will fall to us yet to lose and to face the British and a Briton set free is an American. That all you can do for a man or for a nation of men. The Foreign Secretaries are not only men of much greater cultivation than their Prime Ministers but of greater moral force. I've come to like Mr. Lloyd George very much. He never delivered a lecture on Dryden and he doesn't even play a good game of golf, but he has what both Lord Grey and Lord Balfour lack, a touch of genius, whatever that is, not the kind that takes infinite pains but the kind that acts as an electric light flashed in the dark. He said to me the other day that experts have nearly been the death of him. "The Government has experts, experts, experts, everywhere in any department where things are going well. I have found boards and committees and boards of experts but in one department at least I've found a substitute for them. I let twenty experts go and I put in one man and things began to move at once. Do you know any real men? When you hear of any man you let me know." A little while ago he dined with me and after dinner I took him to a corner of the drawing room and delivered my message to him on Ireland. "God knows I'm trying," he replied. Tell the President that, and tell him to talk to Lord Balfour. Presently he broke out: "Madmen! I never saw any such task" and he pointed across the room to Carson, his first Lord of the Admiralty. "Madmen! But the President's right, we've got to settle it and we've got to settle it now."

JAPANESE ATTACKS SAILOR
WITH A RAZOR.
ARRESTED IN POSSESSION OF A
SWORD STICK.

The story of an encounter between a Japanese, named Chijo Yamashita, and an American sailor was told to Mr. Lindsell at the Magistracy, yesterday, when the Japanese was charged with unlawfully having in his possession a sword stick. The man was arrested in Spring Garden Lane, at 1 a.m., yesterday morning by Sergeant Russell.

It appears that an American sailor and the arrested man had some trouble earlier in the night and the Japanese tried to slash open the sailor's face with a razor. The sailor, in warding off the blow, had his hand cut. The defendant then ran away and returned later with a sword stick and commenced a house-to-house search for the American. A Japanese girl in Spring Garden Lane, becoming terrified at the menacing attitude of the man, informed the Police Sergeant, who promptly had him arrested.

Mr. Lindsell imposed a fine of \$100, with the alternative of six weeks' imprisonment.

GUNNER CHARGED ON THREE
COUNTS.SAID TO HAVE INTERFERED WITH
TRAM-CAR'S STEERING GEAR.

Before Mr. Hamilton, at the Magistracy, yesterday morning, Gunner E. Lingane, of the 18th Co., R.G.A., was charged on three counts: (1) refusing to pay his fare whilst travelling on tram-car No. 53, on October 5th, (2) obstructing a tramway official in the execution of his duty, and, (3) interfering with the steering gear of the tram.

The Tramway Company are prosecuting. The case was adjourned to Friday next for hearing.

BLASTING OPERATIONS AT
REPULSE BAY.

A CARELESS CONTRACTOR.

A building contractor was fined \$150 by Mr. Hamilton, at the Magistracy, yesterday morning, for failing to take proper precautions whilst carrying out blasting operations on a site near the Repulse Bay Hotel.

Mr. Grimes, of the Public Works Department, said that complaints had been received that showers of stones were being thrown into the air by the force of the explosions a distance of 800 yards. On the day in question he made a special journey to Repulse Bay to investigate the matter. He found that the charges were not weighted down at all.

PORTUGUESE CHARGED WITH
STEALING A BICYCLE.

A Portuguese youth, named Victor Neves, living at Yau-mai, was charged before Mr. Lindsell yesterday morning, with the theft of a bicycle from a bicycle shop at No. 37, Praya East, Hongkong.

It appears that the defendant hired the bicycle on Saturday and failed to return it. He was arrested on Tuesday in Yau-mai riding the machine.

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The case was adjourned, and the defendant was allowed out on bail of \$250.

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Looking at the scheme from a financial point of view it is astounding what a small amount of property would require to be purchased or reconstructed to form approaches, and moreover, practically speaking, building land thus erected would amply compensate for the expense thus incurred, and, indeed, would more than cover the cost of the scheme, so that the remedy of the evil now existing would cost the taxpayer nothing at all. A large area of foreshore on the South side would be reclaimed at the same time and work found for tens of thousands of unemployed in all trades.

The authors claim that the beauty of the river would not be spoiled, but improved. Who can possibly call the muddy South river front beautiful as it is now? The free waterways on either side enable the river traffic to flow from wharves and warehouses to be kept up, and last, not least, the execution of the scheme could be dealt with in sections, thus causing no inconvenience to speak of to anyone, and being spread over many years. It may be pointed out that a reinforced concrete structure is permanent, and does not require periodical painting and other maintenance charges.

The erection of a large area of new building sites in the heart of London will enable the authorities to do away with slums and to replace congested areas. Generally speaking, the island would be built in terraces and vary in level, in sympathy with the levels of embankments and existing bridges, but the road in the centre of the island would connect up the existing bridges. It is obvious that fast vehicles, like taxis, motor-cars, etc., would rise the island roads and the new bridges, thus leaving the existing bridges and roads for the almost exclusive use of heavy and slow vehicular traffic.

LONDON'S TRAFFIC.
SOLVING THE PROBLEM OF
OVERCROWDING.

The following interesting article is taken from the *Financial Times* of mail week.

"There is no necessity to prove the existence of the overcrowding of our thoroughfares, and particularly the bridge heads. One need only travel East to West or South to North by any kind of conveyance to realise that in many cases it would take less time to return to the methods of our ancestor and walk. Who has not felt irritation caused by being held up, not minutes but often very many minutes, every few hundred yards, and if one could calculate the time wasted, the cost of petrol wasted and the consequent loss to every kind of business the result would be astounding.

A superficial glance at a map of London at once shows the reason. All side streets lead into main thoroughfares, and these are gathered into main points and eventually concentrated on a few bridges across the Thames.

INCREASED ROAD TRAFFIC.

It will be readily admitted that of late years a tremendous amount of traffic dealt with in former years by the railways is now thrown on the roads, and it will be just as easily realised that with the advent of motor traction the road traffic is bound to increase, considerably, and eventually become a hopeless problem unless dealt with now on lines which will admit of a universal spreading of traffic. We build bridges at high cost, only to realise when they have been in existence at short time that they are hopelessly inadequate; then we widen them at great expense, or possibly add another bridge, but all these methods cannot in the end solve the difficulty, which is purely due to the concentration of traffic at the bridge heads.

This has been realised for many years past, and hence the suggestion to divert the course of the river, and fill up the present bed of the Thames, thus connecting South and North permanently, and allow of all streets South to North to be continuous. Such a course would involve an enormous expense and hardly be favoured by the Londoner. It would also make all our valuable waterside warehouses useless. The authors believe that the scheme propounded by them will solve the whole difficulty at practically no cost to the taxpayer.

We must bear in mind that whereas road traffic will increase, river traffic is getting less and will in due course almost disappear.

OUTLINE OF THE SCHEME.

It is proposed to create an island in the river without, however, interfering with the free passage of the water, the deduction of waterway being made up by giving additional depth. The invention of reinforced concrete has made such a scheme possible, and to the modern engineer it is not a difficult problem to construct such an island, or rather, platform, carried on reinforced concrete piles. On either side of the river a free waterway of, say, 120 feet width would be left of the requisite depth. The island platform would vary in width from between 300 to 500 feet, and be laid out with roads and blocks of buildings. The island would form a continuous building area suitable for hotels, offices, flats, shops and any other class of property, and public gardens.

The present banks of the river and the island would be linked up by a series of bridges, say, 40 feet wide, and occurring in the course of the roads leading north and south, generally providing two additional bridges of comparatively small spans, in between either two of the existing bridges. By these means the traffic would be spread over the whole area of the river, and any accumulation such as now exists would be impossible. Where public buildings, such as the Houses of Parliament, the County Hall, etc., occur the island site would not be built on, but kept low and laid out as parks, so that the view of these buildings would not be interfered with.

THE FINANCIAL ASPECT.

Looking at the scheme from a financial point of view it is astounding what a small amount of property would require to be purchased or reconstructed to form approaches, and moreover, practically speaking, building land thus erected would amply compensate for the expense thus incurred, and, indeed, would more than cover the cost of the scheme, so that the remedy of the evil now existing would cost the taxpayer nothing at all. A large area of foreshore on the South side would be reclaimed at the same time and work found for tens of thousands of unemployed in all trades.

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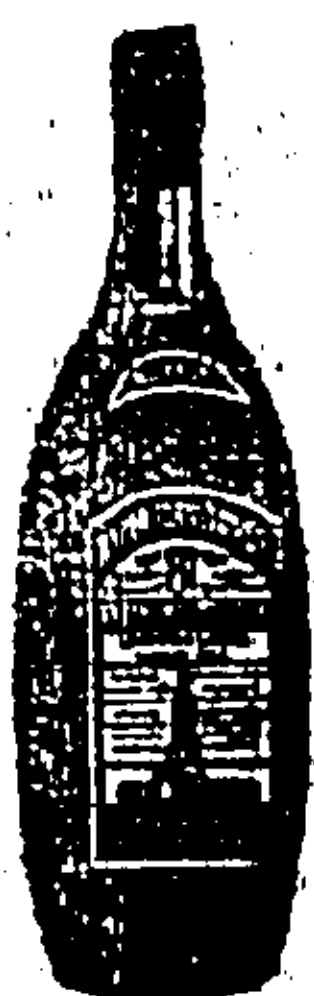
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EQUAL PAY FOR MEN
AND WOMEN.

RESULT OF FREE COMPETITION.

Should men and women receive equal pay for equal work? was the question discussed by Professor F. Y. Edgeworth, the president of the Economic Science and Statistics section of the British Association on September 11th.

By equal work, he explained, must be understood some clause importing equal freedom in the choice of work. This condition should include equal freedom to prepare for work by acquiring skill. To the question of whether competition between the sexes should be restricted, it might seem sufficient to reply that competition between all classes should be unrestricted. "Suppose," he said, "that some doctrinaire despot, imbued with misinterpretations of the classical economists as deeply as Lenin with the worst of Marx's dogmas, should insist on absolutely unrestricted competition (subject only to prohibition of force or fraud). He would rule our minimum wage and standard of life, and other fine phrases (as he would describe them) which disguise the fact that wages are determined by supply and demand. He would prohibit combinations of workpeople. If such conditions could be enforced there would probably result throughout a considerable part of industry a breakdown, or at least a gradually deepening depression. To this doctrine the competition of women would largely contribute. It would be particularly effective, owing to three incidents—first, the minimum of requirements for efficiency of actual, as distinct from conventional, necessities are less for a woman than a man (in the ratio of 4:4, according to Bontemps).

The Professor counselled that their motto should be *pedestibus*—testing each foothold before committing themselves to an irrevocable step; prepared to retreat if the ground proved unsafe. The pressure of male trade unions appeared to be largely responsible for the crowding of women into a comparatively few occupations, which was universally recognized as a main factor in the depression of their wages. Such crowding was, *prima facie*, a flagrant violation of that free competition which resulted in maximum production and in distribution of the kind defined as equal pay for equal work. The oppressive action of male unions should be counteracted by pressure on the part of women workers acting in concert. Suppose those balanced forces encountered the resistance of the employers, themselves perhaps associated, what would be the result? It might be assumed that the resulting arrangement would not be in strong conflict with the natural forces of competition. Probably an arrangement that the weekly wages of women should be the same as those of men could not be maintained without tyranny on a Russian scale. He quoted opinions on the comparative efficiency of the sexes, and drew the inference that, even if all restriction of the competition between male and female workers were removed, we should still find the average weekly earnings of the former to be considerably higher. If the bulk of working men supported families and the bulk of working women did not, it seemed not unreasonable that the men should have some advantage in the labour market. Equal pay for equal work, when one party was subject to unequal deductions from his pay, no longer appeared quite equitable.

COST OF LIVING IN
AMERICA.

The preliminary report on the income and profit taxes for the fiscal year ended June 30th shows a decrease of more than \$1,000,000,000. The 1921 collections were \$3,228,137,673. In 1922 the collections were \$2,087,946,243, a decrease of \$1,140,191,430. As to the income-tax on profits, the average American, corresponding to the great middle-class in England, predicts that the revenue from this source must necessarily decline until trade is better than at present or the cost of living is reduced. Salaries and wages, which doubled during the war, have been reduced all round but rent still remains in the big cities and towns at 100 per cent. above the pre-war level. In New York you can secure a one-room third-floor back very poorly furnished for two guineas weekly, and the cost of the purchase of a small wooden house in the suburbs for a mechanic and a small family costs easily \$15,000. The cost of food and clothing has been reduced 30 to 50 per cent. since the peak, and within a couple of years it is anticipated that rents will come down with a rush, and that the people who built when the cost of materials and wages was abnormally high will suffer. To solve the temporary problem people formerly owning a good house have sold out and gone into a small apartment, and many formerly occupying two or three rooms now exist in one or two without a bath. Tenants are generally in a state of siege, fighting out as best they can till the arrival of better times. Those who sold their houses during the big demand have generally spent all the profits since owing to increased rents and the continued high cost of living.

TAX ON GERMAN GLUTTONS.

The *Daily Mail's* Berlin correspondent says the Prussian Government has decided to levy a tax on gluttons and with the proceeds to provide food for the poor. A tax ranging from 40 to 10 per cent. according to the degree of gluttony, will be paid on anything above a certain sum spent on food and drink in cafes, restaurants and bars. It is left to local authorities to decide how much is paid before a man can be accused of the "deadly sin." Hereafter many difficulties are likely. Prices vary in restaurants and the general opinion is that the tax will have to be dropped but it is said that gluttons are already planning to eat each course at a different restaurant.

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FLAT or HOUSE from November
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BISHOPS AGAINST THE "OBEY."

PORTLAND (Oregon), Sept. 18th.
The House of Bishops of the Episcopal
Church has voted by thirty-six to twenty-
seven in favour of removing the word
"obey" from the marriage ritual.
If the House of Deputies concurs, the
proposal will be subject to the approval
of the General Convention to be held in
1925.

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PORTOS	—	—	14th Nov.
ARMAND BEHIC	22nd Sept.	27th Oct.	28th Nov.
PAUL LECAT	—	—	—
ANDRE LEBON	20th Oct.	24th Nov.	25th Dec.

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 HAIFONG ... Capt. W. S. Turnbull ... Friday, 27th Oct. at 12 noon.

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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	11,000	15th Oct. 11 a.m.	Bombay, Mars., India & Awerp.
"DONGOLA"	8,064	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMAIA"	9,000	8th Dec.	Bombay, Mars., India & Awerp.
"PIASSY"	7,890	27th Dec.	Marseilles, London & Antwerp.
"SARDINIA"	4,580	10th Jan. 1923	do.
"NELLORE"	6,563	24th Jan.	do.
"DELTA"	8,097	7th Feb.	do.
"KALYAN"	9,063	21st Feb.	do.
"KASHMIR"	8,841	7th Mar.	do.
"KHYBER"	9,014	21st Mar.	do.

BRITISH INDIA-APCAR SAILINGS

"JAPAN" 6,000 19th Oct. 3 p.m. Calcutta via Singapore & Penang
 "TANDA" 7,000 28th Oct. Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 45,000 1st Nov. {Manila, Thursday Island,
 Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILINGS TO SHANGHAI & JAPAN

"NANKIN" 7,000 23rd Oct. 4 p.m. Shanghai, Moji, Kobe & Yokohama.
 "GREGORY APCAR" 4,649 25th Oct. Japan.
 "KARMAIA" 9,000 25th Oct. Shanghai & Japan.
 "EASTERN" 4,000 4th Nov. Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must declare their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.

First Saloon Passengers may travel by R.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras by one of the series of their P. & O. Tickers Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Rates, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES

Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Saturday, 11th Nov.
 BUENOS AIRES-RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"PANAMA MARU" ... Tuesday, 21st Oct.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"INDO MARU" (Calling at Penang) ... Saturday, 21st Oct.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUSHU MARU" ... Friday, 3rd Nov.
 CALCUTTA via SINGAPORE & RANGOON.

"NANKING MARU" ... Tuesday, 7th Nov.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"MANILA MARU" ... Sunday, 25th Oct.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"AMUR MARU" ... Thursday, 9th Nov.
 NEW ORLEANS LINE via SUEZ.

"CELEBS MARU"
 JAPAN PORTS—Kobe & Osaka.

"JAVA MARU" ... Monday, 23rd Oct.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.

"ONSHU MARU" ... Sunday, 22nd Oct. 10 a.m.
 TAKAO via SWATOW & AMOY.

"BOSCHU MARU" ... Thursday, 19th Oct.
 Tel. Central No. 4090. Y. YABUDA, Manager.

"SOSHI MARU"
 Tel. Central No. 4090.

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**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"SUIYANG"	On 19th Oct. 8 p.m.
CHEFOO & NEWCHANG	"HANYANG"	On 20th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"SZCHUEN"	On 21st Oct. 11 a.m.
BANGKOK	"LINAN"	On 22nd Oct. 11 a.m.
SHANGHAI	"LUCHOW"	On 23rd Oct. 11 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 24th Oct. 10 a.m.
SWATOW & BANGKOK	"KINGTIAN"	On 24th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"KAIKONG"	On 25th Oct. 7 a.m.
HOIHOW, FAKHOI & HAIPHONG	"SOOCHOW"	On 26th Oct. 7 a.m.
AMOY & SHANGHAI	"KUNICHOW"	On 27th Oct. 4 p.m.
WIDHAIWEL, CHEFOO & TIENTSIN	"SINKIANG"	On 28th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"CHERKIANG"	On 29th Oct. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
 Steamers: Saloon accommodation, anti-aircraft Electric Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Tientsin and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 25.

(JOHN SWIRE & SONS, LTD.)

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. H'kong for Manila, Port Hanga, Sandakan & Aca. Ports.
"CHANGSHA"	17th Oct.	21st Oct. 3 p.m.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Fruit, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
 Telephone Central No. 25. (JOHN SWIRE & SONS, LTD.), Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

**U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$80.50 First Class
 Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

S.S. "PRESIDENT LINCOLN" ... Oct. 25th ... Nov. 18th.
 S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 30th.
 S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th.

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

S.S. "PRESIDENT PIERCE" ... Oct. 25th ... Nov. 18th.
 S.S. "PRESIDENT CLEVELAND" ... Nov. 8th ... Nov. 30th.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FIELDING" ... Nov. 4th.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, CALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HANOYER" ... Nov. 8th.
 S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Cable Address "PACIFIC MAIL" Union Building, Hongkong.
 Agents at CANTON—REISS & CO.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 15th November.
 S.S. "WEAG CASTLE" ... sailing on or about 15th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LIVAST, BLACK SEA & DANUBE PORTS.

PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" ... sailing on or about 6th November.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 25th October.

S.S. "VENEZIA" ... sailing on or about 25th November.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 21st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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